	CLASSIFIED MESSAGE  JA. CUNNApproved For Release 2002/06/18 : CIA-RDP74B	004450004	100160 100160	VIING	e agent des la langeria de per	- Commence of the Commence of	
C KAR. Unit of t	OSA/DDESTATATION TOP SECRET	$DD_{-}$	a	10 8	· · · · · ·		
25X#A* =	27 FEBRUARY 1966	3 Ide	ea	11 //	ka anna makaranga samanda		
Monte and the control of the control	ACCEPTATION TO THE PROPERTY OF	5 F I	<u>a</u>	13	nat - magnet Menney at in - naturen nagang i ngi i - gang talah na ay i i i i i i i i i i i i i i i i i i	1	
25X1A		17	RYT.	114 [	m interelimes or mercussions	1	
#ROM:	DIRECTOR	PTT	e Jeia	416	i mitials	1	
Chim		DEF	ERRED	PRIORITY	T T T Telephonoritation has also states, sugar		
IMPQ:		121 1	JTINE	OPERATIONAL IMMEDIATE	INITIALS		
				agi kalan di Baraman, sebagai manggalan kalan saga dan sebagai sebagai sebagai sebagai sebagai sebagai sebagai Manggalan di Manggalan sebagai	en (mente allane), e marcono agamero (mente e comen e disentante) e della comen e disentante e comen e com		
25X1A	058/-	-20 -	THE CASE OF THE PARTY OF THE PA	003	32		
25X1A	PRIORITY INFO	CITE	- 1	escheros transcription and transcription of the second sec	25X	<b>(1</b> A	
25X1A 25X1A	DEALIST			<b>- 5</b> ₫1		į	
25X1A 25X1A	REF A: NOT SENT						
25X1A	FOR FOM MR. A CUNNINGHAM.	ACTING					
	REGARDING YOUR RECOMMENDATION THAT HQS GROUNDING BE LIFTED						
	28 FEB, AND THAT NORMAL OPNS AT BE RESUMED I MARCH, HQS 25X1A						
	CANNOT CONCUR AT THIS TIME FOR FOLL REASONS:						
	A. AT PRESENT TIME, 27/2200Z, SEARCH PARTY HAS NOT LOCATED						
	SUFFICIENT STRUCTURAL WRECKAGE TO PERMIT ANALYSIS MEX OF FAIL RE						
	CAUSES. AS NOTED REF B, BAD WX IN SEARCH AREA IN FOOTHLLLS, WITH						
	VISIBILATY DOWN TO ABOUT 50 FEET, HAS DRASTICALLY LIMITED EFFECTIVE						
	SEARCH. PORTIONS OF ENGINE WERE FOUND BE	FORE DA	ARK ON	1 26 FEB,	BUT		
	NO SIGN OF WINGS AND FUSELAGE OR TAIL SECTION. SEARCH WILL CONTINUE						
	UNTIL ENOUGH WRECKAGE IS FOUND TO ENABLE	XX INVE	EST EGA	TION BE			
	MEANINGFUL.						
COORDINATING OFFICERS							

REARPOXED AUTHENTICATING OFFICER
REARPOXED FOR THE SECOND STATE OF THE SECOND S

TOP SECRET

RELEASING OFFICER

at the are	CLASSIFIED MESSAGE J. A. CUNNINGHAM JR.	0447	0001000100	ROUTING	Note that the second of the se			
25X1A	J. A. CUNNINGHAM JR.  OSA DDS&T  TOP SECRET	2	- No. 100 -	10				
25X1Å	TO THE RELEASE AND THE PROPERTY OF THE PROPERT	] [3]	al Die gelder Allier von die deut gewennte von die er alle deut gebeute deutsche des gewennte Die Die Gelder deutsche de	11	CONTROL COLUMN TO AND			
\$27-\$11.5%; \$27-\$28000000000000000000000000000000000000	Z7 FEBRUARY 1966	$=$ $\begin{vmatrix} 4 \\ 5 \end{vmatrix}$	T read representation of the second s	12				
#3 :		6	n M. nav delektrikerna i Manden kara augu uzum neperuselung. 2014 - 1964 ah 296 - 1394 delektrikerna (b. 1884 delektrikan) estatut.	14	An and Promise of Annalist and Anna and an an angular design of the Annalist and An			
FROM:		7	enter entrate gant i montati di en de den besse visatibilitace e	16	ere and an area of the control of th			
CONF	DIRECTOR	9 9 9 9	DEFERRED	T	RITY			
:NEO :		A0 #10 #	ROUTINE	OPERATIMMED				
	PAGE TWO	haring and an						
				06	392			
TO	INFO		CITE		25X1A 25X1A			
	B. GEN. IXERCIENT LEDFORD AND		who	VISITED	20/(1/			
	AFTER ACCIDENT, LEFT WITH NO FIRM CONCLUSION ABOUT WHAT MAY							
	HAVE CAUSED WHAT APPEARS TO HAVE BEEN SOME FORM OF CATASTROPHIC							
	FAILURE. ORIGINAL THOUGHT WAS THAT PILOT MIGHT HAVE BEEN CAUSGHT							
In jet wash after refueling breakoff, but after his and								
	CREW DEBRIEFING, THIS POSSIBILITY RULED OUT. THEREFORE, NO WA							
OF TELLING IF CAUSE OF RIGHT WING FAILURE, APPARENTLY ALL WA								
•	WING ROOT, COULD BE COMMON TO REST OF FLEET. 342 WAS OUR OLDEST 25X1A							
	BIRD, AND HAD SUSTAINED LANDING ACCIDENT SOME TIME AGO							
	ACT MUS	ST BE						
	EXAMINED IN EVIDENCE AS WELL.							

2. PILOT HAD REPORTEDLY REFERRED TO "GUSTS" AND "VIBRATION" OF SOME SORT PRIOR TO ACFT BREAKUP, BUT SINCE HQS HAS NOT HEARD DEBRIEFING AS YET, CAN ONLY ADD THESE ITEMS TO LIST OF UNKNOWNS AT MOMENT. IN ANY EVENT, FOR US TO RESUME FLIGHTS WITHOUT SOME COORDINATING OFFICERS

TOP SECRET RELEASING OFFICER AUTHENTICATING OFFICER

	Approved For Pell	GLASSIFIED MESSAGE ease 2002/06/18 : CIA-RDP74B00		204000400480	ITING	
DWG:	J. A. CUNNINGHAM JR.	ease 2002/06/16 . CIA-RDF/4600	+4/170	00100010019-	9	
CARAGE A C	OSA/DDS&T	TOP SECRET	2		10	The state of the s
25X1A		The control of the control of the first control of the control of	3	, wheel chiral probabilists in the consequence of t	111	
DA TE:	27 FEBRUARY 1966		11	PROGRESSION OF THE STREET PROGRESSION OF THE STREET STREET, WAS TO STREET STREET, THE STREET, THE STREET, THE STREET, THE STREET, THE STREET, THE	12	
There's any respective controlled in an in a description of the application of signifi-			= 5		13	
25X1A <sup>TO</sup>			5	Mandrid v Shikarily to the cut saladakarina maasa kapkarina maasa saata	14	to the complete transcription of the
to the same of the same			121-		15	and the state of t
FROM:	DERECTOR		8		1161	
CONF			K ali C W	DEFERRED	PRIORITY	initials:
INFO:			D-sate c	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS
PAGE THREE					benefike emikrasen, pasteraren usater i. 2004 - 120 Mili (1994 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 120 - 1	7
V seed. Manager grant and all					063	92
70	ş	NFO		CITE	militarista (manusco) i regional aparestini. I principale	anjawa angalajanga teng tagan angan

BETTER HANDLE ON POSSIBLE PROBLEM COMMONALITY THAN WE HAVE
NOW WOULD APPEAR UNWISE, SINCE ANY ACCIDENT FOR WHATEVER
REASON WHERE PILOT MIGHT BE KILLED WOULD LEAD TO SUPPOSITION
THAT TWO WERE SOMEHOW CONNECTED.

3. SUGGEST YOUR EXPLANATION TO AND OTHERS BE 25X1A 342
IN LOW KEY THAT FURTHER FLIGHTS UNTIL WRECKAGE/LOCATED
WOULD NOT BE ADOPTING BEST CONSERVATIVE COURSE. WILL KEEP YOU
IN THE LOOP AS DEVELOPMENTS OCCUR, AND WILL DISCUSS WHOLE MATTER
WITH GEN. LEDFORD ON HIS RETURN 28 FEB.

END OF MESSAGE

25X1A

